

Delaware and Hudson Gravity Railroad Combination Freight/Passenger Car, now located on the Homestead Golf Course, Fell Township, PA.

This car was acquired by William Anderson Russell when the D&H Gravity Railroad closed in 1899. It served, on the Russell farm, as a bunk house for the hired men who helped the Russell family to run the farm.



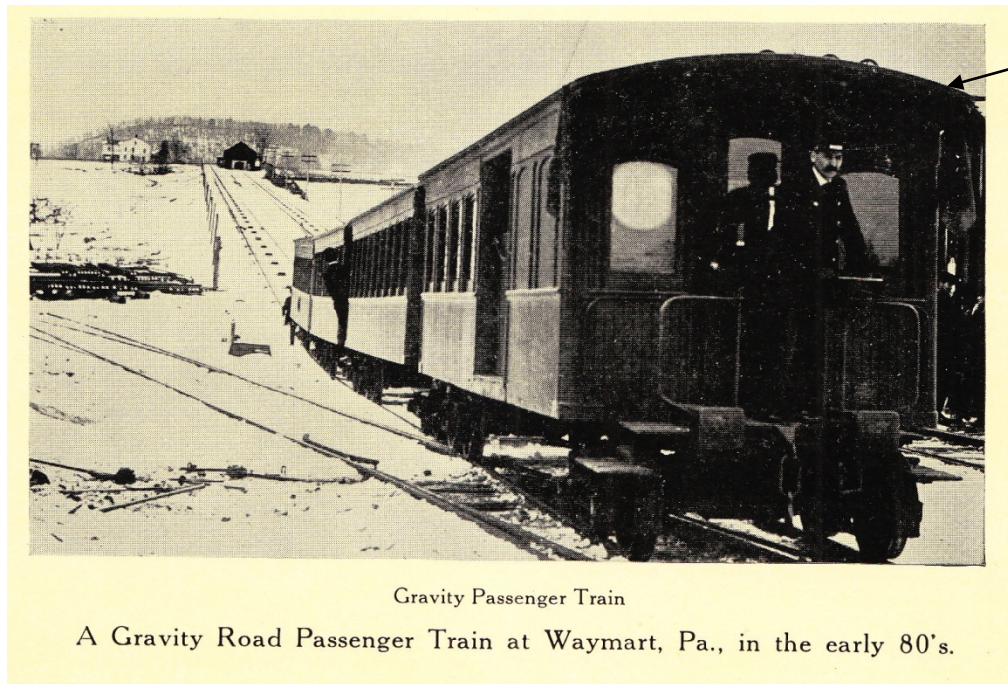
*D&H Gravity Railroad Combination Freight/Passenger Car, on the grounds of the Homestead Golf Course, formerly the Russell Farm, in Fell Township, Lackawanna County, PA. Photo by S. Robert Powell.*

Four photographs of this railroad car in active use on the Gravity Railroad are known to exist. Those photographs are shown below.

1. From S. Robert Powell's Volume XVI ("Rolling Stock: Freight and Passenger") in his series on the Delaware and Hudson Railroad, p. 64:

## Gravity Combination Freight/Passenger Cars

On the Gravity Railroad there were two combination freight/passenger cars. Shown below is a combination/freight passenger that is about to ascend Plane No. 18 in Waymart. This may well be the car (Combination Freight/Passenger Car, No. 1 or 2) that is now located on the grounds of the Homestead Golf Course (Russell Homestead) in Fell Township.



*Passenger, Freight and Work Equipment on the Delaware and Hudson, The Delaware and Hudson Company BOARD OF MANAGERS INSPECTION OF LINES, June 2, June 5, 1927, p. 38*

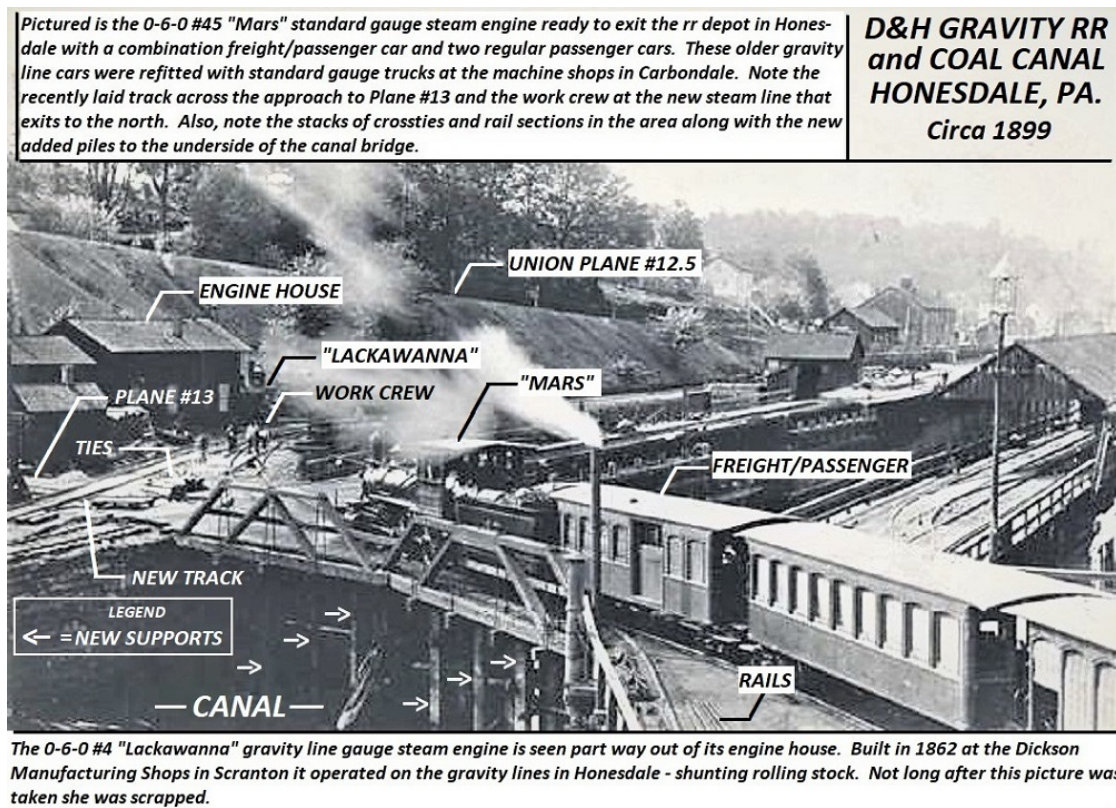
*2. Addendum II (December 31, 2019) to S. Robert Powell's Twenty-four Volume Series on the Delaware and Hudson Railroad, pp. 226-228:*

**Addition for Volume XII:** *Steam Train Departing from the Former D&H Gravity Depot at Honesdale*; copy of this photo in the collection of Stacy Gardner, Forest City, PA. Passenger and freight service on the D&H between Carbondale and Honesdale, from the closing of the Gravity Railroad (December 31, 1898: during the following 13 months, the D&H rail system between Carbondale and Honesdale was converted into a steam locomotive system, which opened on



February 1, 1900) to the opening of the Union Station in Honesdale, in early 1900, was handled at the former Gravity Railroad freight/passenger station across the Canal at the foot of Plane No. 13. The photograph shown below, therefore, was taken between December 31, 1898 and early 1900 (when the Honesdale Union Station was opened). Given the fact that there are leaves on the trees that are shown in this photograph, this photograph must have been taken in the summer or fall of 1899.

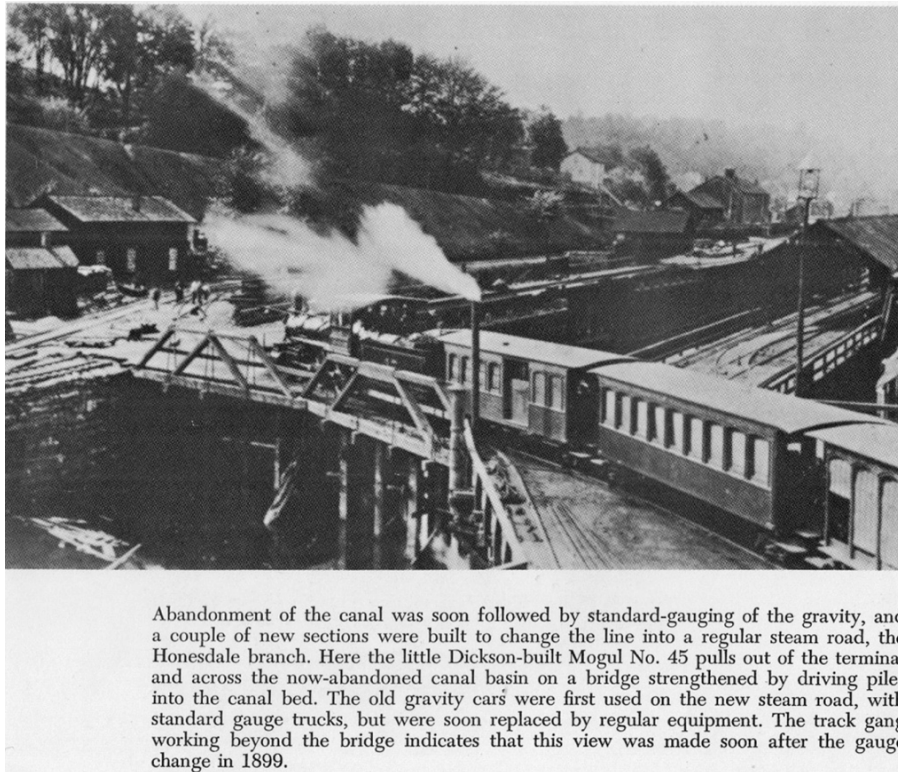
Photo and supporting data by Stacy Gardner, Forest City, PA:



In the photo given above, we see D&H No. 45 at the head of a freight and passenger train departing from the former D&H Gravity Depot at Honesdale. The first car behind the engine in this photograph is the combination freight/passenger car that is presently located at the Homestead Golf Course, Carbondale, PA.

After crossing the bridge over the former D&H Canal, the train would turn to the right and head North along the foot of the culm bank below former Plane 12.5, and head up to and across the bridge over the Lackawaxen River and then on to Waymart. With the opening of the Honesdale Union Station in early 1900, D&H passenger service Carbondale / Honesdale / Carbondale was serviced in Honesdale at the Union Station, with D&H freight being handled at the former Gravity Depot across the Canal from the foot of Plane No. 13.

The D&H engine at the head of this train, D&H No. 45 “Mars”, is also shown in a photograph on page 242 in Volume XX (“The Honesdale Branch of the D&H”) of Powell’s 24-volume series on the D&H. From the material on this engine presented there, we learned that this photograph is given in *Shaughnessy*, p. 192, as shown below:



From Shaughnessy’s caption, we learned that this D&H engine is No. 45 “Mars”.

In late June 1899, it should be noted, the Erie tracks from Tracyville into downtown Honesdale and the D&H tracks into Honesdale were joined, just below the iron Canal bridge. In the early months of 1900, the Union Depot in Honesdale was opened, and on October 1, 1900 the first Erie train arrived at the Union Station in Honesdale from Hawley and points East.

3. *Addendum III (December 31, 2020) to S. Robert Powell’s Twenty-four Volume Series on the Delaware and Hudson Railroad*, pp. 242-244:

*Gravity Railroad Coaches at Union Station, Dundaff Street, Carbondale*; BLHS photo among a collection of D&H photos that Mike Bischak is now scanning for the BLHS. On the left is a Gravity Railroad closed passenger coach; on the right is a D&H combination freight/passenger car, very probably the car that William Anderson Russell of Fell Township acquired when the Gravity Railroad closed at the end of the nineteenth century. The cars seen in this photograph are

in the same location as the cars in the photograph given on the following page, which is presented in S. R. Powell's D&H Volume XIV, p. 17.



Courtesy: Bridge Line Historical Society

In the lower right corner of this photograph can be seen, in white ink, the number “7958”. Possibly this photograph is one of several/many photographs of its holdings/real estate that the D&H had taken at the same time that this photograph was taken?





*D&H Passenger Cars at Union Station, Carbondale, PA. See S. R. Powell's D&H Volume XIV, p. 17*

The D&H Combination Freight/Passenger Car is the third car in this photograph (on the right).

On July 26, 2001, the Carbondale Historical Society was awarded a Technical Assistance Grant for \$1,500 from the Pennsylvania Historical and Museum Commission to hire a technical consultant to examine the D&H railcar shown in the photo above and to formulate a preservation and restoration plan. On September 10-11, 2001, J. David Conrad, Essex Junction Railroad, Essex, CT examined the Russell Homestead car and submitted a report to the Executive Director of the Carbondale Historical Society, S. Robert Powell.